

Grand Sturdy  
40.0 Sedan



2018






Linssen In-Water  
Boat Show


4, 5, 6 and 7 May  
Maasbracht (NL)

## INTERNATIONAL BOAT SHOWS & LINSSEN EVENTS



### APRIL 2018

	Motorboot Sneek	Sneek (NL)	06.04 - 08.04.2018
	Hausmesse Hennings-Yachtvertrieb	Papenburg (D)	21.04 - 22.04.2018
	Hausmesse Kreusch Wassersport	Schweich b. Trier (D)	21.04 - 22.04.2018



### MAI 2018

	Linssen Yachts In-Water Boat Show	Maasbracht (NL)	04.05 - 07.05.2018
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### JUNE 2018

	Open Dagen Kempers Watersport	Aalsmeer (bij Leimuider) (NL)	01.06 - 02.06.2018
	Grand Opening showroom Jonkers Yachts	Ouddorp (NL)	22.06 - 25.06.2018



### SEPTEMBER 2018

	Southampton Boat Show	Southampton (GB)	15.09 - 24.09.2018
	Interboot	Friedrichshafen (D)	22.09 - 30.09.2018


### OCTOBER 2018

	Linssen River trials	Maasbracht (NL)	06.10 - 08.10.2018
	Nieuwpoort In Water boat show	Nieuwpoort (B)	19.10 - 21.10.2018

### NOVEMBER 2018

	Linssen Yachts Boat Show	Maasbracht (NL)	16.11 - 19.11.2018
	Boot und Fun Berlin	Berlin (D)	22.11 - 25.11.2018

### DECEMBER 2018

	Salon Nautique de Paris	Paris (FR)	08.12 - 16.12.2018
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*Slow down... and start living!*



# WE TAKE YOUR PLEASURE SERIOUSLY

## THE SEASONS

Every season has its own charm. The summer is of course the water sports season, and spring too to some extent. However, winter has its appeal as well with cold, snow, ice and winter sports. Skating is deeply rooted in the Netherlands. They say that people in the alps are born with skis on; the Dutch are probably born with skates on. At the time of writing, there is talk of another Eleven City Skating Marathon being held. That would really be great, if after 21 years the entire Netherlands focusing again on the "marathon to end all marathons". (When you read this, we will know whether it took place or whether it was cancelled again – at the last minute.)

In the summer season, you can sail the Eleven City route yourself. Your own Eleven City Marathon, but slightly more comfortably on the aft deck of a Linssen\*. Fortunately, that is possible every year. (\*Maximum air draft 2.5 m, maximum width 3.9 m and maximum draft 1.3 m.)

In addition to steel and water, the Linssen family has snow in its blood. Every year, almost all of us depart for the French, Austrian or Swiss alps.

This winter was no different. Our children learnt it at a very early age – just like me. I started skiing when I was three. Mathijs and Sophie too. I can now go downhill with Mathijs (6). We saw Sophie (3½), who started in December, during her last lesson on the slope, singing her head off. There's nothing better than seeing your children when they are enthusiastic about something that you enjoy so much yourself. You also see that they are both mad about Switzerland. Mathijs, for instance, doesn't eat a croissant for breakfast, but a *Laugengipfel* or a *Laugenbrötchen*. In the evening we don't go to a restaurant, but to Ueli (the cook) and the ski school belongs to Hombi. In the meantime we drink a cup of coffee at Auntie Manda's.

But let's get back to the water. Mathijs asks almost every day when can we go sailing again. Whether it's raining, snowing, storming or freezing, he doesn't mind.

"It's just great on the boat, mummy". Exactly, come and say that to everybody who visits our showroom. "Ok, mummy". And he's right of course. Life on board is pure relaxation. "Just nice" as the kids would say. To really understand that, however, you must have experienced it yourself. Try it during one of our trial sailings. Or charter a boat perhaps from Linssen Boating Holidays. But best of all is on your own boat, equipped according to your wishes and at a time when it suits you, enjoying life on the water. Where and whenever you want. May we invite you to come and experience it with us?

I hope to welcome you in our showroom, on the water, at one of our boat shows or perhaps prior to that on the ice in Friesland!



Yvonne Linssen

*Slow down... and start living!*



LINSSEN YACHTS & LINSSEN BOATING HOLIDAYS®

## Suitable investors wanted

For the further expansion and continuous renewal of our fleet, we are looking for suitable investors. The LBH Buy & Charter Formula offers you the possibility to own a Linssen yacht at a dream location in Europe and to spend your holiday on your own boat, while the charter revenues will contribute to covering the operational costs and even provide income in many cases.

Request the Buy & Charter Formula at [www.linssenyachts.com/b&c](http://www.linssenyachts.com/b&c)





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**Grand Sturdy 30.0 Sedan**



**Grand Sturdy 30.0 AC**



**Grand Sturdy 45.0 Sedan**



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## WITH THE COOPERATION OF

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## WITH WHICH GRAND STURDY WILL YOU BE LEAVING OUR MARINA?

The Linssen Yachts In-Water Boat Show is the number one opportunity of the year to take a trial sailing on one or more yachts in our varied Grand Sturdy series. And to experience what Linssen owners throughout Europe have been experiencing for years: space, comfort and unrivalled sailing characteristics. These are the qualities that are associated with every Grand Sturdy. Come to Maasbracht on 4, 5, 6 or 7 May and meet the three world premieres in our showroom: the compact Grand Sturdy 30.0 AC or Sedan and the spacious Grand Sturdy 45.0 Sedan. You can take a supervised trail sailing on new and pre-owned yachts of various lengths.

### GETTING ACQUAINTED ON DRY LAND ...

We will be delighted to welcome you to our showroom at Brouwersstraat 17 in Maasbracht. You can view the various models in our Grand Sturdy series at your leisure. You will have direct access to all yachts on display from our Upper Deck on the 1st floor. The complete Grand Sturdy collection will be present, including newcomers the 30.0 AC and Sedan and the 45.0 Sedan. Take your time and discover which Linssen suits you best. If necessary, our staff will be pleased to inform and advise you.

### ... AND THEN ON THE WATER

Do you already have a slight preference? Are you still making your mind up? Or are you just very curious? In all cases we advise you to take to the water and enjoy a trial sailing supervised by one of our experienced skippers. A splendid selection of new and pre-owned Linssen Yachts will be waiting for you in our own marina right behind the showroom.



### LINSSEN PRE-OWNED YACHT COLLECTION

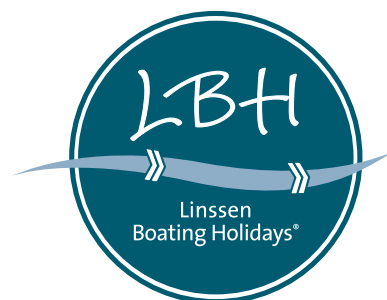
Our Linssen Yachts In-Water Boat Show is, of course, the perfect opportunity to get to know the various members of our completely renewed Grand Sturdy family. With the ultimate introduction being a trial sailing with a new Grand Sturdy. But this is also an excellent opportunity if you are looking for a pre-owned Linssen in excellent condition. In our showroom and Collection showroom, you will find a selection of the best pre-owned Linssen yachts. You will find more information about our latest range at [www.linssen-yachts.com/en/used-yachts.html](http://www.linssen-yachts.com/en/used-yachts.html)

### LINSSEN BOATING HOLIDAYS

Linssen yachts can be chartered from the Linssen Boating Holidays partners in various sailing areas. An excellent opportunity to discover life on the water and to gain experience before buying a yacht.

[www.linssenboatingholidays.com](http://www.linssenboatingholidays.com)

This is therefore your chance!



# INVITATION

## LINSSEN IN-WATER BOAT SHOW



Small, large, pre-owned, new, AC or Sedan. During our Linssen Yachts In-Water Boat Show, we will be pleased to show you the full range of the boats we have on offer. From world premieres such as the 30.0 AC, 30.0 Sedan and 45.0 Sedan to the award winning 40.0 Sedan (Powerboat of the Year 2018) and the impressive 500 AC Variotop®. Some have just been completed and are on display for the first time in our showroom. Other will be waiting in the water to give you your first (or another) special Linssen experience afloat.

**WE LOOK FORWARD TO WELCOMING YOU ON 4, 5, 6 OR 7 MAY IN MAASBRACHT.**

#### DATES:

**Friday** **4-5-2018**  
*1 p.m. - 8 p.m.*

**Saturday** **5-5-2018**

**Sunday** **6-5-2018**

**Monday** **7-5-2018**

*daily from 10 a.m. to 4 p.m.*

*You don't need to register.*



## WORLD PREMIERE 1: THE GRAND STURDY 30.0 AC

She will be on display in our showroom for the first time during our Linssen Yachts In-Water Boat Show: the Grand Sturdy 30.0 AC. You can see from the dimensions (9.70 x 3.35 m) that the 30.0 is, of course, the smallest model in our Grand Sturdy series. But when you consider the sailing characteristics, such

as stability and manoeuvrability, she is anything but small. The unique class of Linssen Yachts encapsulated in a yacht of almost 10 metres. That's how you can summarise the 30.0. If you are just starting out in the boating world or if you are progressing from a sailing yacht to a motor yacht, then the 30.0 AC is the perfect introduction for you.

- ✓ Integrated profiled bulwark on the aft deck
- ✓ Integrated deck boxes, bench seats, upright model fitted with lockable teak hatches with gas springs
- ✓ Integrated central stern door to swimming platform

- ✓ Convenient solid teak step to swimming platform with elegant railings on port and starboard sides
- ✓ Robust stainless steel, varnished swimming platform with solid teak parts
- ✓ Deck shower on swimming platform with hot and cold water mixer units
- ✓ Centre Line Traffic. Integral configuration of swimming platform, aft deck and helmsman's position

- ✓ Cabrio (not shown) closed behind by means of a removable section



### AFT CABIN:

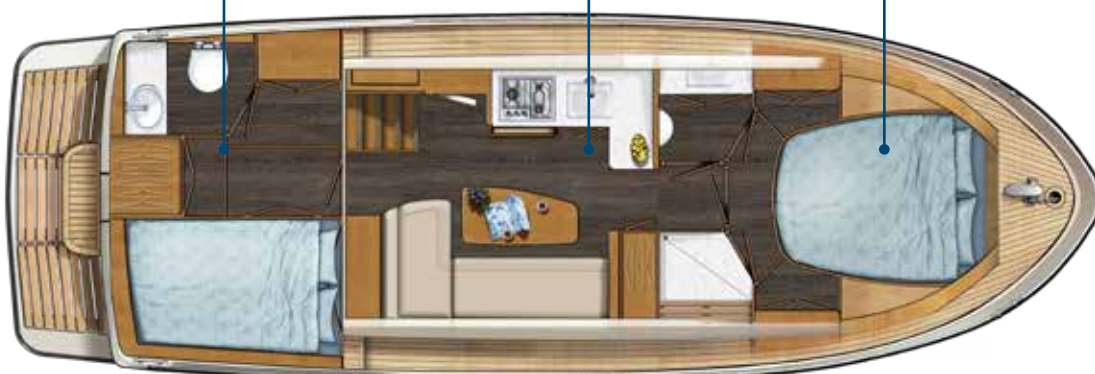
Aft cabin with French bed on starboard side, toilet with washstand and spacious cupboard unit to port.

### SALOON:

Spacious saloon with L-shaped bench seat (with Easy Sleep Convert System) and drawers on starboard side. Spacious galley on port side.

### FORWARD CABIN:

Forward cabin with free-standing French bed and cupboards, toilet and separate shower room.





## WORLD PREMIERE 2: THE GRAND STURDY 30.0 SEDAN

This is the sedan sister of the 30.0 AC. She, too, will be appearing for the first time at our In-Water Boat Show. The same dimensions (9.70 x 3.35 m), the same qualities. The 30.0 Sedan is also an ideal boat to explore the inland waterways, riv-

ers, canals and lakes of Europe. However, this little topper is also perfect for taking the long way round along the sheltered coast.

- ✓ Linssen Longtop extended roof covering the open cockpit, insulated and fitted with LED lighting
- ✓ Self-draining cockpit
- ✓ Integrated central stern door to swimming platform
- ✓ Robust stainless steel, varnished swimming platform with solid teak parts
- ✓ Deck shower on swimming platform with hot and cold water mixer tap

- ✓ e-Variodeck (optional)

**Completely new styling**  
Details are key



### OPEN COCKPIT:

Teak floor, integrated bench with centre piece / side table, fender storage place, double access doors to saloon, large hatch in the open cockpit with ample storage space

### SALOON:

Spacious saloon with at port side: Desk with opening lid (optionally: TV) with stool and spacious L-shaped galley. At starboard side: L-shaped saloon settee (with Easy Sleep Convert System) and steering settee, steering position and hanging cupboard.

### FORWARD CABIN:

Forward cabin with free-standing French bed and cupboards, toilet and separate shower room.





### 30.0 AC OR 30.0 SEDAN: OPT FOR WHAT SUITS YOU BEST

Should I opt for the AC version or the Sedan version of the Grand Sturdy 30.0? We are often asked this question. The answer can be found in your personal wishes and preferences. For instance, do you prefer to steer inside (Sedan) or outside (AC)? Do you like a nice sheltered seating area close to the water (Sedan) or do you prefer to look out across the marina from the aft deck (AC)? During our In-Water Boat Show, you can weigh-up the advantages of an AC against those of a Sedan. In our showroom, you can discover which of the two is made for you.

In the case of both versions, the saloon is the interior living area. Compact, but amazingly spacious for a 9-metre yacht. It has a galley and cupboards on the port side and a good-sized bench on the starboard side. The Sedan version of the 30.0 also has the comfortable helmsman's position on the starboard side.

Both the forward and aft cabins of the 30.0 AC version have a double bed. In other words, sleeping comfort for four people. Are two sleeping berths sufficient to meet your needs? If so, the Sedan version may be a better option. The wide, double, outward-opening doors allow you to transform the saloon and open cockpit into one large space.

Whatever version you choose, the Linssen Easy Sleep Convert System means that it's always possible to create extra sleeping berths. You can easily convert the saloon bench into a comfortable double bed.



KesselsGranger  
DESIGN WORKS

The design of the new 30.0 series was developed in collaboration with KesselsGranger DesignWorks. The yacht incorporates styling features that bring the Linssen Yachts' heritage to a new generation.

# Coming soon to a marina near you

The All-New Grand Sturdy 30.0 Sedan (and AC)



### WORLD PREMIERE 3: THE GRAND STURDY 45.0 SEDAN

In November 2017, we already introduced the new Grand Sturdy 45.0 AC during the Linssen Yachts Boat Show. During our In-Water Boat Show from 4 to 7 May, we will be making our Grand Sturdy series complete with the world premiere of the Grand Sturdy 45.0 Sedan. With dimensions of 13.98 x 4.35 m, it is the second largest boat in our model series. As we have already written: the 45.0 is the larger sister of the 40.0 and the smaller sister of our flagship the 500 AC Variotop®.

Below the waterline, the Grand Sturdy 45.0 AC is identical to the Grand Sturdy 500 AC Variotop®. Above the waterline, you will find all the interior and exterior highlights of the Grand Sturdy 40.0. In the Sedan version, the saloon and large open cockpit ensure a delightfully large living space. By opening the saloon doors, you bring the interior and the exterior together.

#### UNPARALLELED SPACE

In the case of the 45.0 Sedan, the forward compartment is your domain. The forward cabin with double bed is very spacious. It is not only the place for a good night's sleep. You will also find plenty of storage space, a toilet and a separate shower.

*See pages 14-17 for more detailed information about the Grand Sturdy 45.0 Sedan.*

If you want to welcome guests on one of your voyages or if your children or grandchildren are staying, you can accommodate them in the guest cabin with two single beds. They can use the toilet and shower combination in the passage to the forward compartment.

In the saloon, you can take your seat at the comfortable helmsman's position or on the spacious U-shaped bench. A well-equipped galley and a folding dinette table/bureau with two seats are located on the port side.

#### LONGTOP COMFORT

In the large open cockpit, the Linssen Longtop ensures extra protection and comfort. At this special place on board the 45.0 Sedan, you have integrated benches and a lot of storage space under the cockpit hatch. You can reach the swimming platform from here via the Centre Line Traffic access.

#### SLIDE AND POP-OUT DOOR (LSP®)

Linssen is known for its in-house developed innovations. One of these is the unique Linssen sliding and pop-out door (LSP®) on the port side, which is an exclusive feature of the Grand Sturdy 45.0 Sedan. This ingenious door construction ensures that you can easily reach the bollards from the helmsman's position. This enables you, for instance, to keep your boat properly under control in a lock.





# GRAND STURDY 40.0 SEDAN; A WINNER

On Saturday evening 20 January during the Flagship night, the opening gala of Boot Düsseldorf, the Linssen Grand Sturdy 40.0 Sedan was awarded the title of Powerboat of the Year 2018 in the displacement category.

This award is based on the opinions of leading international boating journalists from Germany, Italy, Norway, Switzerland, the Netherlands, France and Austria, who nominate products in various categories. They assess on the basis of quality, product innovation, price/quality relationship, sailing characteristics and construction.

"The strength of the new model is that Linssen Yachts has listened carefully to its customers, and the result is a new series of motor yachts that have been

improved regarding a number of practical points compared with previous models. Moreover, the fact that the boatyard has renewed its entire range of models in an unprecedented short period is an amazing performance in itself" in the opinion of the jury.



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# BOOT DÜSSELDORF 2018

This year at BOOT Düsseldorf, the largest water sport show in the world, we spared no expense and displayed our entirely renewed Grand Sturdy model programme. Visitors had every opportunity to view the interior and exterior of the models in this new Grand Sturdy series.

The Grand Sturdy models on display – perfect down to the last detail – included the Grand Sturdy 35.0 AC and Sedan, the 40.0 AC and Sedan, the 470 Sedan Wheelhouse, and the Grand Sturdy 45.0 AC and 500 AC Variotop®, which were launched at the Linssen Yachts Boat Show last November.

## VISITORS FROM AT LEAST 37 COUNTRIES

BOOT Düsseldorf is a very internationally-oriented show, which was demonstrated by the fact that the more than 3,500 visitors who came to our stand in

hall 17 were from as many as 37 countries. It's therefore hardly surprising that you can find Linssen yachts on all waterways in Europe.

In addition to the many owners that sail throughout Europe, you can also find the charter yachts of the Linssen Boating Holidays® network at about 25 locations in Europe. The interaction between Linssen Yachts and Linssen Boating Holidays® is intensifying continuously. The Buy & Charter Formula offers you the possibility to own a Linssen yacht at a dream location in Europe and to spend your holidays on your own boat, while the charter revenues contribute to covering the operational costs.



INTERNATIONAL SALES TEAM  
LINSSEN YACHTS





## AND OUR YOUNGEST IS CALLED... CLEOBULUS IV

Text: Tim Remaut; photos: Linssen Yachts

**We are currently sailing with Cleobulus III, a Linssen Grand Sturdy 40.9 AC. We have never regretted purchasing this gorgeous boat for one minute. It is a spacious solid boat, with excellent sailing characteristics. By using the bow and stern thrusters, manoeuvring is easy in the marina too. Linssen is a family firm that puts quality first, and that is demonstrated by their boats. Linssen represents a 68-year-old tradition of workmanship and permanent evolution.**

Linssen salesman Ed Cuijpers is therefore much more than 'just an acquaintance'. Ed is my anchor when I have forgotten something in the manual or if I have read something somewhere that may be useful on our boat.

In late October 2016, I saw Ed at the boat show in Nieuwpoort where Linssen had two boats on show and the sales staff were bored to death on an over-cast Friday afternoon.

When I arrived home, he sent me details of the 45.0 AC, free of obligation, of course. We would take matters from there.

We heard nothing more until an invitation suddenly arrived to the 2016 Linssen Boat Show (19 to 21 November). He first wanted to show me the entire boat yard, from the hull unit to delivery.

The 45.0 was still a drawing but that was no problem, Ed showed me the new features of the 45.0 on the other models. To start with there were two engines: each 110 hp, so I would have double the power that I was used to. Was that really necessary? Oh definitely, much more stability, pinpoint sailing without bow or stern thruster, more power for sailing on the open sea, etc.

The interior was to be vastly improved: spacious galley with oven, more storage spaces, separately controlled heating in each space specially developed for Linssen, an aft cabin like a state room with separate sanitary facilities, so you can now shower in the morning while Ms Skipper is doing the crossword puzzle in the smallest room.

Moving up a floor, you would have to use binoculars to see Ms Skipper standing on the foredeck, and the aft deck is vast. I was amazed time and again.



A plotter with touch screen, a second sun deck to the fore, the entire stern has been redesigned, and so on and so on. After the guided tour, lunch followed with a slice of tart and coffee. In the meantime, Ed and I went through the entire specifications again. All very exciting.

In the afternoon, I dreamt my way home. Once I got home, I came down to earth with a bang. "You're out of your mind" and "No, forget about a new boat". The opinions of Ms Skipper could not have been clearer. Wisely, I kept my lips tight for the next few weeks..... but the dream didn't go away. However, Ms Skipper did not share my dreams.

No, we could go to Cuba, Canada or to the US or South America. All destinations that I used to hear about and where we have never been.

Because... I like nothing more than sailing with our boat. On the Scheldt to Antwerp, to Sint Anneke or to Oudenaarde or Sint-Baafs-Vijve. Anywhere will do, just as long as I can be a content skipper at the helm. Even if it's just a trip around Ghent, my day's been made. And I also remembered that at the end of 2019, Ms Skipper would be retiring. We can't just sit on the jetty in Merelbeke for an entire season, even if Ray were to teach me to fish.

I want to go to Vienna, to Berlin, to Strasbourg and many other places too.

But to no avail, Ms Skipper stood firm. I was sleeping badly and realised just how much I loved my boat, and how that boat had become my passion. According to Ms Skipper, it had become an obsession, an opinion that I will put down to locker room talk.

My prayers were answered when the banks announced that the interest rate on our savings had fallen again and now amounted to 0.25% – poor us. Given what we had saved, the interest boiled down to a good meal out once a year.

Why should we let the banks enjoy our money?

Wouldn't it be better to enjoy our boat.

Ms Skipper comes from West Flanders, where they are always open to financial arguments. So I had a point.

On 17 December, I arranged a meeting, with the two of us this time, with Ed in Maasbracht. Ed had opened the boatyard and heated the huge showroom especially for us.

We drove to the shipyard building of Van der Laan where they was a recent 470 AC, so that Ms Skipper could get to know the much larger galley. She could already enjoy the splendid aft deck.

I was already convinced, and Ms Skipper was starting to weigh anchor.

Back in the showroom, we visited several other boats on display. As soon as Mie started to discuss the colour of the curtains and cushions with Ed, I knew that she was on the move.

Tart, coffee and tea appeared and Ed disappeared into his office, to print out a quote as he put it. I rather think that the quote had already been prepared.

When he returned, I made clear that I wanted to hear just one price: new price, acquisition price, discounts, whatever.

"One price?"

"Yes. One price".

The courtship ritual had started, I became rather emotional and my throat dried up.

Ms Skipper sounded a retreat with the excuse that she had to check a colour again. Ed knew that things were going his way but he had to keep up appearances for the time being. With Ms Skipper absent, I told Ed that he had to come up with a better offer.

As luck would have it, his boss suddenly appeared who wanted to say hallo and ask whether he could help in any way. Yes, he could.

The good man started tapping away on his calculator like mad and suddenly produced a much better offer. All details were forgotten and we discussed only that one price. I thought that second offer was quite attractive.

I asked Ms Skipper whether we should take a stroll together. As her answer was rather unclear, Ed thought this was his chance, got up and shouted "does that mean we have a deal"? We shook on it very enthusiastically.

I was rather lost for words. Ms Skipper and the Linssen staff drank a glass of Champagne. Mr Skippers do not drink and drive.

Needless to say, we took the rest of the bottle home with us (frugal, don't you think). We continued our journey home in silence, dreaming of Cleobulus IV.

The Linssen 45.0 AC has build number 3421 and will be delivered on 4 April 2018. The 2018 season will be a great season. I am convinced that the next ten seasons will be a huge success.

Even if they have to carry me onto my boat at some time "I will continue to sail".

Tim Remaut  
Skipper of Cleobulus III





## TO COMPLETE THE SERIES THE GRAND STURDY 45.0 SEDAN

At the Linssen Yachts In-Water Boat Show (4-5-6-7 May) in Maasbracht, we will be presenting the 45.0 Sedan for the first time. This sister ship of the 45.0 AC has an extremely spacious saloon, which together with the open saloon doors and the open cockpit creates a huge living space.

The new Grand Sturdy 45.0 Sedan is the ultimate voyage boat. Even though we say it ourselves, enjoying the space on board is a massive experience. We are summarising the most striking characteristics and details here. However, if you have the opportunity to visit our In-Water Boat Show, step on board our new Grand Sturdy 45.0 Sedan. Then you will really learn to appreciate it.

### **BELOW THE WATERLINE: STABLE, COMFORTABLE AND POWERFUL**

The hull shape and construction of the Grand Sturdy 500 AC Variotop® are the basis for the new Grand Sturdy 45.0 below the water line. This patented new hull shape, the Softchine Prestressed Hull (SPH®), ensures that when sailing, you will experience less resistance, less noise and use less fuel. In other words, the Grand Sturdy 45.0 has unprecedented levels of stability, low noise and easy handling. It has two powerful Volvo Penta diesel engines as a standard feature for stable propulsion.

### **LINSEN SLIDE AND POP-OUT-DOOR**

The Grand Sturdy 45.0 Sedan is the only Sedan with this unique sliding door on the port side. From the helmsman's position, you can easily get to the cleat to tie up quickly in a lock or marina, so that you can then position the boat at your leisure.

### **A GREAT DEAL OF SPACE AND LIGHT**

The Grand Sturdy 45.0 Sedan has a spacious, comfortable and luxurious saloon with a great deal of living space for you and your travelling companions. The large windows in the saloon ensure pleasant contact with the exterior and let in lots of natural light. The starboard side houses a spacious galley with a comfortable folding table and two cocktail chairs. A pleasant place to have breakfast together. If there are more of you, there is a spacious u-shaped dinette on the port side.

The large electric e-Variodeck ensures an optimal interior climate under all conditions. Open the sliding roof slightly for a cooling breeze through the saloon, or open it completely to enjoy the sun.



Comfortable helmsman's bench, which is adjustable lengthwise for getting on and off easily



The spacious forward cabin is your domain. It has a large and comfortable double bed and enough surrounding space to move, cupboards and storage areas for clothes and other possessions. With a separate toilet on the starboard side and a shower on the port side, you have all the privacy you could wish for.

There is a guest cabin amidships with two single beds. Guests can use their own toilet/shower in the passage on the starboard side.

The forward compartment also provides access to the large multifunctional 'cellar' storage space. The cooling drawer for wine or champagne and the integrated bar cupboard drawer are well thought-out and functional.

The integrated cockpit bench in the spacious open cockpit is an enjoyable place to sit. The standard extended saloon roof offers you protection against less favourable weather or shelter from the blazing sun. The central stern door provides access to the swimming platform by means of the Linssen Centre Line Traffic.

The saloon roof is provided with integrated drainage. There are also two solar panels concealed in the saloon deck for extra power supply.

**IN OTHER WORDS, YOUR ULTIMATE VOYAGE BOAT**

**IF YOU ARE CURIOUS ABOUT THE NEW GRAND STURDY 45.0 SEDAN, COME TO THE LINSSEN IN-WATER BOAT SHOW.**

Linssen In-Water Boat Show: 4-5-6-7 May.

## GRAND STURDY 45.0 SEDAN

- Construction: SPH® (Softchine Prestressed Hull)
- Bottom/hull/decks/superstructure: 6/5/4/4 mm
- Weight/displacement:  $\pm 19,500$  kg /  $\pm 19.5$  m<sup>3</sup>
- LOA x beam x draft:  $\pm 13.98$  x  $4.35$  x  $1.20$  m
- Minimum air draft:  $\pm 2.75$  m
- Headroom FC/saloon:  $\pm 1.97/2.01$  m
- CE-classification: B (sea)
- Engine: 2x 5 cyl. Volvo Penta Diesel, type D3-110, ZF 45-H / 3,031:1, 2x 82 kW (110 HP), 3000 rpm, Alternator: 2x 180A-12V
- Fuel tank capacity:  $\pm 2$  x 530 Ltr
- Water tank capacity:  $\pm 440$  Ltr
- Holding tank capacity:  $\pm 240$  Ltr



# GRAND STURDY 45.0 SEDAN

## SILHOUETTE

✓ Large electric sliding roof e-Variodeck

✓ Linssen Longtop extended roof covering the open cockpit, insulated and fitted with LED lighting. Solar panel system (2x 250 W) integrated in Longtop

✓ Self-draining cockpit, u shaped cockpit settee  
✓ Integrated central stern door to swimming platform

✓ Cockpit cover around the Longtop

✓ Standard Twin engine Volvo Penta D3-110

✓ Linssen 'slide and pop-out' door to port side (LSP®)

✓ Robust stainless steel, varnished swimming platform with solid teak parts  
✓ Deck shower on swimming platform with hot and cold water mixer tap

# LAYOUT

## FORWARD CABIN:

Forward cabin with free-standing French bed and cupboards, toilet unit with electric toilet and separate shower room.

## GUEST TOILET/SHOWER:

Guest toilet with (optional) shower and integrated cupboard space for a washing machine

## GALLEY:

Spacious galley with integrated TV on starboard side.

## OPEN COCKPIT:

Teak floor, integrated bench with centre piece / side table, fender storage place, double access doors to saloon, large hatch in the open cockpit with ample storage space

## GUEST CABIN:

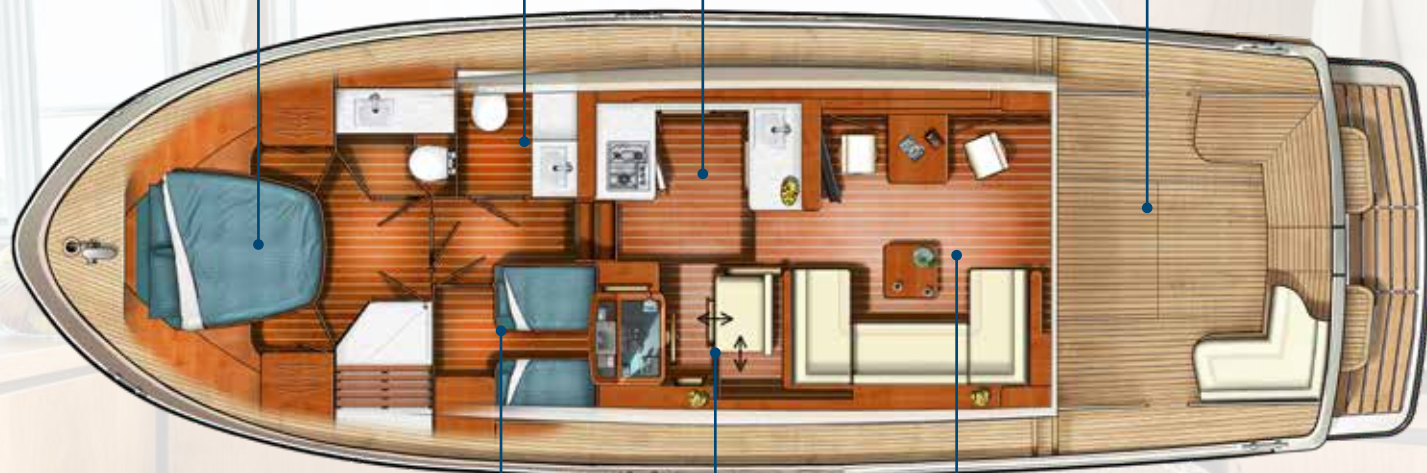
Two single beds and cupboards

## HELMSMAN'S POSITION:

Helmsman's position with comfortable helmsman's bench, which is adjustable lengthwise for getting on and off easily on the port side

## SALOON:

Spacious saloon with L-shaped bench seat (with Easy Sleep Convert System) and dinette/office with 2 stools on the starboard side.







# WORLD CANALS CONFERENCE 2018

FROM SEPTEMBER 10 TO 12 2018, THE WORLD CANALS CONFERENCE WILL BE TAKING PLACE IN IRELAND. THEMED *RESTORE REGENERATE REIMAGINE*, THE CONFERENCE WILL SHOWCASE IRELAND'S MANY RESTORATION AND REIMAGINING PROJECTS IN A THREE-DAY EVENT WHERE DELEGATES CAN UPDATE THEIR KNOWLEDGE OF INNOVATIVE WATERWAYS MANAGEMENT EXPERIENCES AND TECHNIQUES FROM ALL OVER THE WORLD.

Athlone on the mighty River Shannon, and at the heart of Ireland, is the conference base and the perfect location from which to explore the beauty of the country's inland waterways. Equidistant from Galway and Dublin and in the centre of 1,000 km of canal, river and lake navigations, Athlone is an exciting tourism destination. It is home to a Norman Castle, Clonmacnoise Monastic Site with World Famous Round Tower and extensive biodiversity in the boglands and lakelands; never mind the extensive range of water-based activities on the doorstep of the conference hotel, the Radisson Blu.

## COMBINE YOUR VISIT TO THE WCC CONFERENCE WITH A WEEK'S SAILING ON A LINSSSEN GRAND STURDY 35.0 AC AT CRUISE-IRELAND.

Cruise-Ireland is the largest and most experienced yacht charter company in Ireland and has been offering sailing holidays on the popular Irish waterways for more than forty years. With Carrick or Banagher as a point of departure, you can discover the popular River Shannon. This river winds through the splendid Irish countryside and is perfectly suited to experiencing the relaxed lifestyle that is part and parcel of rural Ireland. The many towns and villages along the banks offer plenty of typical Irish traditions and culture.



For further information on accommodation, social programme, tours and registration:  
[wccireland2018.com](http://wccireland2018.com)  
**CONFERENCE PARTNERS INTERNATIONAL**  
E-mail: [WCC2018@conferencepartners.ie](mailto:WCC2018@conferencepartners.ie)



**INLAND WATERWAYS INTERNATIONAL**  
BP 90093  
F-59559 Comines Cedex  
France  
[www.inlandwaterwaysinternational.org](http://www.inlandwaterwaysinternational.org)

## CRUISE-IRELAND

**carrickcraft** ~ Waveline Cruisers ~ Linssen Boating Holidays

More information and bookings:

### CARRICK CRAFT

Unit 4, 3 - 9 Fairgreen Road  
Markethill. Co. Armagh  
N. Ireland BT60 1PW  
Telephone: +44 28 3834 4993  
E-mail [sales@carrickcraft.com](mailto:sales@carrickcraft.com)



## BOOT DÜSSELDORF 2019 INLAND WATERWAYS PLATFORM CONFIRMED

IWI (Inland Waterways International) has established itself as the place to be at the world's biggest boat show, BOOT Düsseldorf, thanks to the generous conditions offered by Messe Düsseldorf. The prototype of our dedicated Inland Waterways Pavilion was set up and staffed by Council members from 20 to 28 January 2018, with results that augur well for even greater impact at next year's event, when we expect to have up to 10 co-hosting organisations.

The concept, proposed by BOOT's managing director Petros Michelidakis at a meeting with our representatives during the 2017 event, is designed to allow inland waterways stakeholders to represent their mission, their region, their services and products in a recognisable environment and under the trusted umbrella and corporate identity of IWI.

Two corporate members joined us at the 2018 show, D.V. Marec (the Maasland marinas in Belgium) and De Vlaamse Waterweg (the new single waterway authority for all Flemish waterways), each with their own space, while Scottish Canals delegated Crinan Canal manager Donna Milan to join us on the stand for the last few days. The European waterways map stretched across the whole 6m width of the stand, part of it forming a walk-through curtain between IWI's section and the two Belgian exhibitors. This was an eye-catching feature and caused many visitors to stop and plan future cruises, or reminisce on past voyages.

We had an estimated 700 visits during the show. Just over a half were German, while the foreign visitors were mainly from northern Europe including the UK, with around 7% from France. Among the VIPs visiting our stand were Geert Dijks, Managing Director of HISWA, Jürgen Tracht, Managing Director of the German Marine Federation, and John Kwong, who represents China on PIANC's Recreation Commission (who told us about his project to bring a replica 12th century junk to Sail Amsterdam in 2020). The visits and the time spent in relaxed conditions on our spacious stand led to recruitment of 8 new corporate members from six countries and 3 new individual members from Germany.

Also tested in January was the concept of introducing at BOOT Düsseldorf the upcoming World Canals Conference (WCC). Katrina McGirr, communications manager of Waterways Ireland, thus attended the show on Tuesday 23 January and gave a press conference on the event, supported by IWI's president and special projects manager, and backed up by an inspiring video, which highlighted Athlone on the mighty River Shannon, and at the heart of Ireland, as the ideal conference base and perfect location from which to explore the beauty of the country's inland waterways.

David Edwards-May







## GRAND STURDY 500 AC VARIOTOP®

# THERE IS NO ALTERNATIVE

**THE LINSSSEN VARIOTOP® IS THE UNIQUE FULLY AUTOMATIC FOLDING ROOF THAT COMBINES THE INTERIOR HELMSMAN'S POSITION, THE EXTERIOR HELMSMAN'S POSITION, BIMINI AND FLYBRIDGE TO PRODUCE A SINGLE COMFORTABLE WHEELHOUSE.**

### **FROM SHELTER TO A FRESH BREEZE**

You can stand or sit at the convenient helmsman's position. You can sit on the extremely comfortable two-person helmsman's bench. This electrically operated bench can be raised or lowered or moved forwards or backwards at the single press of a button. It is important that you always select a position that gives you a safe feeling and offers the best all-round vision.

If you have opened the Variotop® and lowered the bench as far as possible, you will be comfortably sheltered by the front windows. In the bench's highest position, you can enjoy the fresh breeze. Your passengers can keep you company from a second comfortable bench on the port side.

### **FROM A LOT OF SPACE TO EVEN MORE SPACE**

By opening the Linssen Variotop® and the hinged doors of the wheelhouse, you create oceans of space on board. The interior and exterior are joined together and the wheelhouse and aft deck are combined to create one large outdoor area. Even if the Variotop® is closed, you can still create this feeling of spaciousness thanks to the two hinged doors that can open 180 degrees. The huge aft deck that results has a length of more than four metres. We predict that you will spend

many hours here.

By placing one central helmsman's position under the Variotop®, we have created extra space for you in the saloon.

The space that was previously taken up by the customary interior helmsman's position has been used for even more comfort on board.

### **FROM WHEELHOUSE TO FLYBRIDGE**

A trip on a Grand Sturdy 500 AC Variotop® means enjoyment in itself. But if the sun is shining too, it will be even more pleasant. There are several places on board where you can enjoy the sun. However, we understand that you will also wish to benefit from the sun at the helmsman's position. The Variotop® makes that possible.

With a single press of a button, you open the wheelhouse roof and within a few seconds you are in the open air and steering your Grand Sturdy 500 AC from a flybridge. If the sun's rays are too strong and you need to cool off, you can close the Variotop® for 80%. This means that you are no longer sitting in the sun, but there is a pleasant breeze blowing through the opening.

## SALOON

The saloon offers everything you need to make a long stay both pleasant and functional. The three most important functionalities consist of:

- a spacious U-shaped bench with a low saloon table with a view of the standard 49" flush integrated UHD LED TV;
- a face-to-face dinette (for four) or L-shaped dinette (for six) with a functional dining table for the daily meals or other functional activities;
- with the adjacent spacious galley that offers all required equipment as standard features, such as a refrigerator, an oven-grill-microwave combination, a dishwasher, a four zone induction hob, an extraction hood with exterior discharge, a separated waste bin, a stainless steel sink, a practical 'magic corner', a spacious and modern stylish Corian worktop and finally a coffee bar with a fully automatic coffee machine.

In other words: 100% complete!

## FORWARD COMPARTMENT

The forward compartment has two perfect guest rooms, one with a freestanding double bed and one with two single beds that can easily be converted into a spacious double bed. These two guest rooms have a separate shower and toilet space available.

## AFT COMPARTMENT

The aft compartment is the owner's domain. The splendour that this space radiates thanks to its versatile layout and well-considered details and material choice makes it an ideal place to be.

The broad 1.80 metre bed, the abundant storage possibilities with cupboards, shelves and drawers, the rear exterior view, the cosy seating on the starboard side, the versatile and chic dressing table on the mid-forward side, the minibar with glasses and cooling, a flush built-in TV, a very spacious shower and a high-quality bathroom complete the picture.

## NEW STYLING

The interior styling has been brought into line with the elegant and timeless lines of the exterior. The styling is a product of many years of yacht building passion converted by the Linssen Design Team into this new standard. By combining various disciplines within the team such as interior prototyping, 3D design techniques, market research, materials knowledge, practical yacht building experience, interior architecture and nautical technology, a level of design technology is achieved that is way ahead of many larger yachts. What is impressive is the great harmony but also the contrasts within the interior: variation brought together in one total styling.





## WHITE



## GREY



## MARINE



## SAND



To add the required individual touch, colour impressions have been combined in close cooperation with the interior architect based on the nautical themes white, glacier, sand, grey, marine and aqua, which provide the boat with different characteristics. The different colour impressions can also be applied to the exterior, more or less based on the same themes, by using colour variations in coating, canvas and cushions.

### **SPECIAL FOCUS ON LUXURY AND COMFORT IN THE INTERIOR**

The new interior is characterised by extensive detailing in the styling, choice of materials and colours. The combination of contrast resulting from the many details on the one hand and the total harmony on the other has resulted in an exceptional boat in its class.

A focus on the interior functional details is also important.

Countless storage possibilities in the form of shelves, cupboards and drawers ensure a practical boat.

However, the various leather-covered storage spaces

close to the beds, bench and helmsman's position give the interior an exceptionally luxurious feeling.

A unique interior for a unique boat, exceptional in its class...

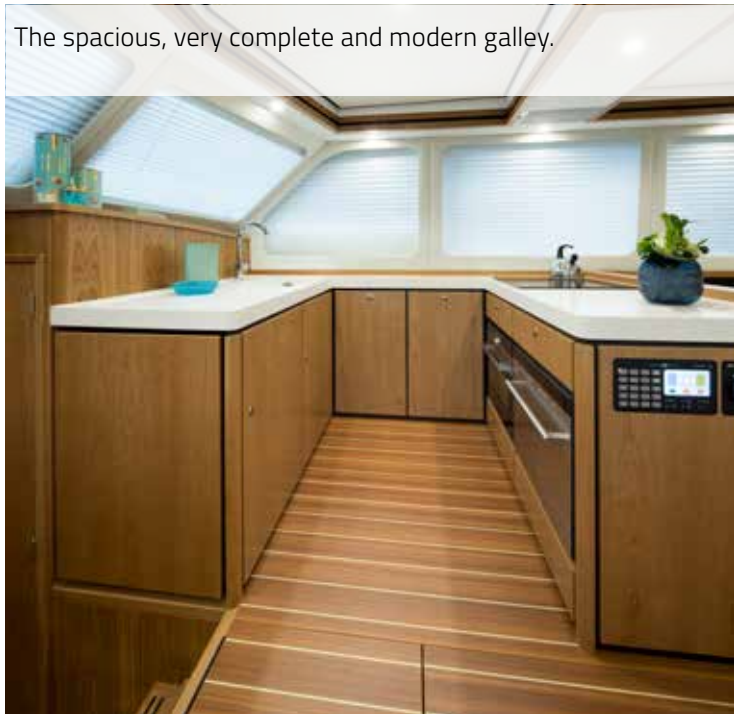
In short, almost 70 years of yacht building experience brought together in our new flagship.

**IF YOU ARE CURIOUS ABOUT THE NEW GRAND STURDY 500 AC VARIOTOP®, COME TO THE LINSSSEN IN-WATER BOAT SHOW.**

**Linssen In-Water Boat Show: 4-5-6-7 May.**



The spacious, very complete and modern galley.



The splendid coffee bar in the saloon, equipped with a fully automatic Siemens coffee machine.



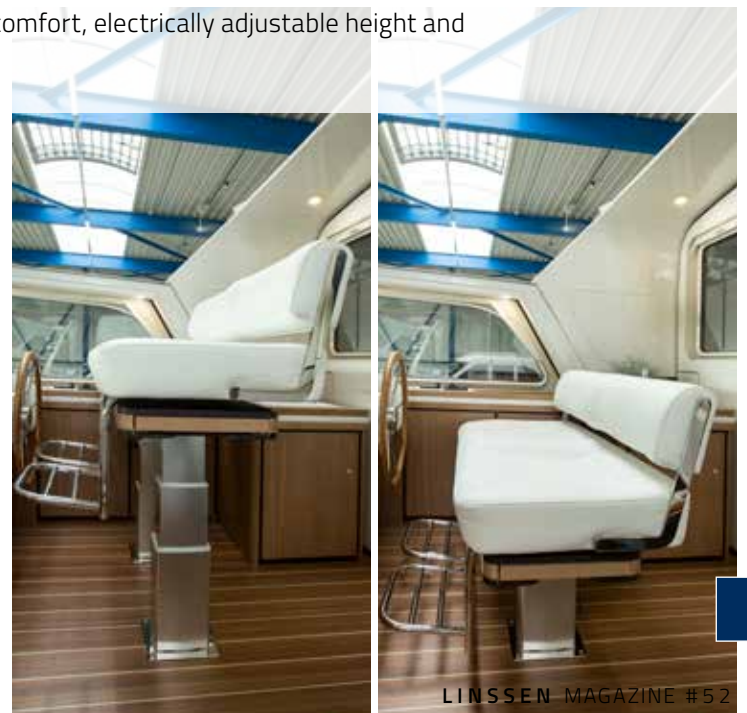
The private seating in the aft cabin, a perfect corner in which to work or deal with correspondence, to read a good book or to end the day while enjoying a favourite tipple.



A high-end dressing table in the aft cabin, with integrated mirror, frontal light and countless storage spaces.



The vivaciously styled bench in the wheelhouse with ergonomic comfort, electrically adjustable height and an integrated table.





# GRAND STURDY

## GRAND STURDY 30.0 SEDAN

9,70 x 3,35 x 1,00 m



## GRAND STURDY 35.0 SEDAN

10,70 x 3,40 x 1,00 m



## GRAND STURDY 40.0 SEDAN

12,85 x 4,30 x 1,20 m



## GRAND STURDY 30.0 AC GRAND STURDY 35.0 AC

9,70 x 3,35 x 1,00 m



10,70 x 3,40 x 1,00 m



## GRAND STURDY 40.0 AC

12,85 x 4,30 x 1,20 m



## GRAND STURDY 40.0 SEDAN DECKBRIDGE

12,85 x 4,30 x 1,20 m



Want to receive our new brochures?  
[info@linssenyachts.com](mailto:info@linssenyachts.com)



# SERIES 2018/2019

## GRAND STURDY 45.0 SEDAN

13,98 x 4,35 x 1,20 m

NEW



## GRAND STURDY 470 SEDAN WHEELHOUSE

14,45 x 4,40 x 1,22 m



## GRAND STURDY 45.0 AC

13,98 x 4,35 x 1,20 m



## GRAND STURDY 500 AC VARIOTOP®

16,25 x 4,88 x 1,29 m





# FIVE SPRING SHOWS AT LINSSEN YACHTS REPRESENTATIVES



New Jonkers Yachts showroom



21.04 - 22.04.2018

**HENNINGS YACHT-VERTRIEB**



**HENNINGS YACHT-VERTRIEB**

An der alten Werft 1  
D-26871 Papenburg  
Tel. +49 (0)4961 91 92-0  
[info@hennings-yachtvertrieb.de](mailto:info@hennings-yachtvertrieb.de)

21.04 - 22.04.2018



**KREUSCH WASSERSPORT & FREIZEITZENTRUM**

Am Yachthafen  
D-54338 Schweich/Mosel  
Tel.: +49 (0)6502 9130-0  
[boote@kreusch.de](mailto:boote@kreusch.de)

Opens days, Hausmesse, in-house show. The Linssen shows in Maasbracht and at our international agents have a particularly good name, as is demonstrated by the many visitors that come to Maasbracht each year in May and November. Furthermore, it's the number one opportunity to get to know Linssen yachts and to hear what we've got to say. This spring, you can visit as many as five Linssen shows.

#### HAUSMESSE HENNINGS YACHT-VERTRIEB AND KREUSCH WASSERSPORT

These events kick off in a few weeks time at our German representatives Hennings Yacht-Vertrieb in Papenburg and Kreusch Wassersport in Schweich. On Saturday 21 and Sunday 22 April they will be holding their annual Hausmesse.

Heinrich and Andree Hennings and Christhard Wendt will be delighted to welcome you in their covered 'marina'/showroom. View the Linssen yachts in their element, i.e. in water, but protected against all adverse weather conditions.

The team of Lisa Kreusch will be pleased to help you and to answer all your questions at their unique location on the Moselle. You can conclude your visit with a splendid dinner in restaurant Der Fährthurm near the marina.

#### LINSSEN IN-WATER BOAT SHOW

The annual Linssen In-Water Boat Show is the best opportunity to test sail the yacht of your dreams and to experience its excellent sailing characteristics. Read everything about the new models, news and opening times on pages six to nine. The Linssen In-Water Boat Show is open to everyone. You do not need to register in advance. Trial sailings are scheduled on site. You may, however, have to wait before your yacht is available.

#### OPEN DAYS AT KEMPERS WATERSPORT

Aalsmeer (near Leimuiden), at the south end of the Westeinderplassen lakes, is the location of the full-service marina and watersport shop of Kempers Watersport. During the first weekend in June (1 to 3 June), you can ask questions at these open days relating to new and pre-owned Linssen yachts, service, maintenance, etc.



04.05 - 07.05.2018



#### LINSSEN IN-WATER BOAT SHOW

Brouwersstraat 17  
NL-6051 AA Maasbracht (NL)  
Tel.: +31 (0)475 439999  
info@linssenyachts.com

01.06 - 03.06.2018



#### OPEN DAYS AT KEMPERS WATERSPORT

Herenweg 100  
NL-1431 GX Aalsmeer  
Tel.: +31 (0)172 50 30 00  
info@kemperswatersport.nl

22.06 - 25.06.2018



#### Grand Opening Jonkers Yachts

Kabbelaarsbank 11  
NL-3253 ME Ouddorp  
Tel.: +31 (0)111 673 330  
info@jonkers.org





## GRAND OPENING OF THE NEW JONKERS YACHTS SHOWROOM

Jonkers Yachts – a Linssen representative since 2004 – is about to undergo a major expansion. It is not only relocating to Marina Port Zélande (Ouddorp), but it is also expanding to include a covered showroom of 1,500 m<sup>2</sup> in a marina with more than 700 berths.

The grand opening will be taking place in the weekend of Saturday 23 to Monday 25 June. In the showroom and marina, the new Grand Sturdy 30.0 AC and Sedan, the Grand Sturdy 40.0 Sedan and AC, the Grand Sturdy 45.0 AC and Sedan and the flagship the Grand Sturdy 500 AC Variotop® will be on display.

Immediately after the weekend, the international press will be testing and assessing the new yachts.

The resulting articles will appear in various publications in the autumn.

Needless to say, we will be showing you splendid images of our new yachts in their element in our new brochures and on our website. We will be holding three photo shoots: the Grand Sturdy 30.0s in Maastricht (South Netherlands), the 45.0s in Port Zélande (province of Zeeland) and the Grand Sturdy 500 AC Variotop® in Poole (United Kingdom). You will also be able to see the results of these shoots in the autumn.

**22.06 - 25.06.2018**



**JONKERSYACHTS**

### **GRAND OPENING OF THE NEW JONKERS YACHTS SHOWROOM**

Kabbelaarsbank 11  
NL-3253 ME Ouddorp  
Tel.: +31 (0)111 673 330  
[info@jonkers.org](mailto:info@jonkers.org)



Team Jonkers Yachts: Alexander Jonkers, Sanja Neele, Darko Šimšić



## AUTUMN 2018

**06 - 07 - 08.10.2018**

### LINSSSEN RIVER TRIALS

In October (6, 7 and 8 October), you will again have the opportunity to take a river trial in Maasbracht on the splendid River Meuse. These are short trips intended to introduce you to Linssen, water sport and sailing.

### MAKE A NOTE OF THE DATES NOW.

### DO I HAVE TO REGISTER?

Registration is not necessary but may be useful if you have specific questions. In that case, send an e-mail to: [info@linsssenyachts.com](mailto:info@linsssenyachts.com).

**17 - 18 & 19 11.2018**

### LINSSSEN YACHTS BOAT SHOW

The Linssen Yachts Boat Show is now famous throughout the boating world. Our major new boats are introduced during the annual show. Make a note of this years' dates (17, 18 and 19 November) now, because we will be celebrating a major event. We will be organising this show for the 20th time and we will also be marking our 70th anniversary in 2019 in a festive manner.

In our showroom, collection showroom and adjacent halls, you can view the yachts on display in a comfortable setting.





# TRAVELS IN THE NETHERLANDS WITH BOAT AND CAMERA

Text and photographs: Christine & Siegfried Günther

**OUR 2017 BOATING SEASON WAS DIVIDED INTO TWO TRIPS: FIRST TO FRIESLAND IN MAY AND JUNE, AND THEN TO THE WESTERN PROVINCES OF THE NETHERLANDS FROM EARLY AUGUST TO MID-OCTOBER. WE HAD SET OUT FROM MAASBRACHT TO THE VECHT ONCE BEFORE IN 2015. IT WAS THIS FIRST EXPERIENCE THAT PERSUADED US TO EXPLORE THE NETHERLANDS IN GREATER DEPTH.**

Having sailed the Meuse, the Moselle and the Saar on our Linssen yacht "VAGABOND" in 2016, last year we checked out the Netherlands as a cruising area.

Friesland was to be our first destination. We had already heard and read a lot about it and now wanted to experience it for ourselves.

It certainly wouldn't be our last "Netherlands experience".

## **TO DOKKUM AND BACK. ON THE MEUSE HEADING FOR THE WAAL**

On Thursday, 4 May, we set out from Maasbracht, our "home port" of Van der Laan, on our touring season. We took our time on the Meuse stage, with the idea of entering the Maas-Waal Canal in three days, i.e. following the route Maasbracht > Venlo > lake Leukermeer > Linden.

It was our first time in Linden, where a major new water sport area has been created, offering a wide variety of leisure activities, such as sailing, speed-boating, water touring, etc.

We spent the night in the WV Kraaijenbergse Plassen

marina, where we moored at the long "registration jetty".

## **FROM THE MEUSE TO THE IJSSEL**

We left the Kraaijenbergse Plassen marina at 8:30 in dull weather, after laying out the life jackets to ensure our safety and talking through the codes of conduct for dealing with emergencies once again.

It was not raining when we set off, the wind was moderate at force 3 on the Beaufort scale and it was still very fresh.

Even though cargo vessels sail round the clock seven days a week, we chose the Sunday, in the hope that there would be less traffic on the Rhine.

The first stretch was from the Meuse as far as the Maas-Waal Canal, where things were unexpectedly quiet. We hoped our plan would work, as some 600 barges cross the Dutch-German border every day.

After travelling for two hours, we reached the lock for the river Waal (Rhine) near Nijmegen. When we sailed out of the lock, only one hundred metres separated us

from the Waal. On the right-hand side we could see the Nijmegen traffic control centre at the junction. We called in on VHF 4: "Vagabond coming from Meuse, downstream on Waal heading for IJssel".

The traffic control centre advised us to wait for the barge travelling upstream. The barges travelling downstream were about 2 km away but were approaching fast.

As soon as the traffic allowed, we sailed on the right-hand side of the river, where a special channel for recreational craft is marked out by buoys.

We stayed on the right-hand side of the river at first as the current was weaker on the inside bend. The 18 km stretch between Nijmegen and the entrance to the Gelderse IJssel has a lot of bends in it and the current at Nijmegen was quite strong. During our trip, it reached 8 km/h under the bridges, where the strong current and busy traffic agitated the water considerably.

We changed sides at the next bend after about 6 km, where the channel for recreational craft was marked out by green buoys. The current and the traffic eased somewhat and we progressed at about 5 km/h. Despite the heavy traffic on the Waal, there are also times when you can enjoy nature.

After three hours of non-stop sailing, we turned into the Pannerden Canal, having informed the traffic control centre of our intention. We immediately picked up speed and headed for the IJssel at 16 m/h as far as Giesbeek marina, which we reached at about 3.30 p.m. after a varied and interesting journey.

### ON THE IJSEL HEADING FOR ZWOLLE

This stage was to take us from Giesbeek to Zwolle. We remained for two days in Giesbeek marina after

the Waal stretch. The Rhederlaag recreation area contains several generously proportioned full-service marinas. We opted for "MV Giesbeek", which also had a restaurant. We took the opportunity to refuel there. From the marina, the town of Doesburg is an easy 30-minute bike ride. Because of the sunny weather, we were able to enjoy the ride, despite the wind.

It was also worth the trip. We took the opportunity to seek out the marina for passing traffic as well. It was still quite empty. Three boats were moored there that day.

The stretch on the IJssel took us through a delightful landscape. However, you always have to keep your wits about you on this river, with its many bends and very heavy traffic. AIS enabled us to detect approaching vessels at an early stage. In certain situations, we were approached directly by professional skippers who told us how to avoid dangerous conditions.

After 30 km and two and a half hours of travelling time, we approached the town of Zutphen and its port in the Vispoortgracht right in the town centre.

As we knew from our reading and from friends, care is required when entering the port. We had therefore been warned in advanced and first sailed past the port entrance and turned our boat downstream and then entered the port upstream, against the current. The entrance reminded us of the port of Neumagen Dhron on the Moselle.

It is also advisable to wait until the water in the river has calmed down after a ship has sailed past.

There, we were immediately offered a mooring for boats over 10 m. The north side of the port was nice and quiet but was in the shade in the mornings and evenings, which was regrettable given the temperatures at the time.

The port had a very pleasant ambiance. The harbour







master was on hand all day from 9.00 a.m. until 6.00 p.m. He told us that as many as forty passing boats a day were moored there in the summer. We wondered how tightly packed the boats would have to be in order to fit. A new port is currently being built downstream.

It's worthwhile taking a stroll round the well-preserved Hanseatic town. We also stayed there for two days.

Our resumed journey took us past Deventer to the port of Veessen.

When we arrived, we found out that the port was being extended and was not accessible. We therefore decided to go as far as Hattem near Zwolle, where we arrived after four and a half hours.

As soon as we tied up in the IJsseldelta Marina, we were impressed by this beautiful and well maintained place. The city of Zwolle can be reached in ten minutes by a direct bus route (number 203). A bus leaves the marina every 30 minutes (Hattem Centrum stop). The town can be reached by bicycle by taking a nearby ferry.

Friends advised us to avoid the marina for passing boats in Zwolle. It's probably a matter of taste. It's certainly safer and more peaceful to moor outside a big city. When sightseeing in Zwolle we also came across the marina, which made a good impression on us.

This time, the bus was our preferred option for going into town. Zwolle is a major shopping city. Despite being situated in a beautiful location and retaining many old buildings, it lacks the charm of Hattem or Zutphen.

We ended this stage with a "historical" walking tour through the centre of Hattem.

#### FROM THE OVERIJSSSEL TO FRIESLAND

We completed the stage in six stages but it can, of course, also be done faster. We permitted ourselves a

small detour via Meppel. The total distance from the Overijssel to Friesland is about 120 km.

In particular:

Hattem > Zwartsluis: 2.6 hours

Zwartsluis > Meppel: 1.3 hours (there and back)

Zwartsluis > Vollenhove: 2.9 hours

Vollenhove > Steenwijk: 3.9 hours

Steenwijk > Echtenerbrug: 4.5 hours

Echtenerbrug > Sneek: 4.1 hours

The towns on the route are not particularly noteworthy apart from Blokzijl. Meppel and Sneek are also worth a visit.

The marinas are all well equipped. Between Zwartsluis and Vollenhove, you cross lake Zwarte Meer, where you can enjoy nature to the full. You should therefore keep your binoculars handy. From there, we proceeded to Beulakerwijde. None of these lakes is very deep, but if you keep to the buoyed fairways you won't have any problems with water depth.

"Water tourism" is booming from Echtenerbrug onwards, where water sports are the only activity. Despite all this, agriculture is still important and the surrounding countryside remains intact.

From Echtenerbrug we first travelled to lake Tjeukemeer, heading towards Sloten. From there we continued to Sneek via Woudsend. In the municipalities, we were required to pay a toll of about €2 to cover the operation of the bridges. Sometimes it's even more expensive, when several bridges are operated by a single bridge keeper.



## TRAVELLING IN FRIESLAND

The boat was not our sole means of transport in Friesland either, where we also travelled by train, bus and bicycle. In this way, we made a detour to Lemmer, Lauwersoog and Bolsward.

By boat we completed a round trip of 270 km from Sneek to Stavoren in seven stages.

Sneek > by bus to Lemmer

> Grou: 4.2 hours

> Dokkum: 5.2 hours > by bus to Lauwersoog

> Leeuwarden: 3.6 hours

> Grou: 5.3 hours

> Lemmer: 4.2 hours

> Akkrum: 4.5 hours

> Sneek: 3.1 hours

> Stavoren: 3.7 hours > by train and bus to Bolsward

The journey took us through canals, rivers and lakes. What is striking is the harmonious coexistence between nature and industry, between town and country, between humans and nature and between amateur and professional skippers.

Although we were not yet in the high season, the number of boats was astonishing. What must it be like there in high summer! The available range of moorings gave us some idea... In leisure strongholds like Grou, it can get crowded at any time of year. Sailing boats take over the lakes, especially at weekends.

We should emphasise that the facilities are generally both in very good condition and well equipped. Even the simple moorings in open countryside (known as "Marrekrite") are cared for and well maintained.

After two weeks in Friesland, our impression of the landscape was ambivalent: on the one hand, everything was very harmonious, well kept and peaceful while on the other hand, we felt it was a little lacking in variety. To put it another way, the landscape is a little monotonous. However, if what you are looking for



is a cruising area, this is the right place for you. But what we particularly liked about Friesland were the small towns, such as Dokkum and Akkrum. Lemmer, Sneek and Grou are real "tourist hot spots" and immediately put us in a holiday mood. Leeuwarden, Friesland's capital, impressed us with its beautiful moorings right next to the park. Our tour of Friesland ended in Stavoren, the launch pad for our crossing of lake IJsselmeer.

## ON LAKE IJSSELMEER

After our experience on lake Tjeukemeer (strong wind resulting in very choppy water/force 5-6 on the Beaufort scale) we waited in Stavoren for two days, until lake IJsselmeer calmed down.

The weather service promised an improvement for the next two or three days. We therefore decided to moor our boat in the "Buitenhaven" (Outer Harbour) so that we could make an early start the next morning. We entered the sea lock at about 1.00 p.m. with another motor yacht, which was starting the crossing. Following a quick discussion with the other crew, we decided to change our plan at short notice and follow them... First, we remained inside the buoyed fairway. As soon as we left it, we set course in a southerly direction (180°).

The wind was blowing from the north at force 2-3 on the Beaufort scale, i.e. the best conditions for our "virgin" crossing.

We arrived in Enkhuizen after almost three hours. You get a wonderful view of the town from the water. When strolling through Enkhuizen, it's easy to imagine the former wealth of these trading towns. We liked the town a lot. It's worthwhile at least taking a walk round it. We strolled through the narrow streets for a second time the following morning, before setting off for Hoorn.

However, we first had to enter lake Markermeer through the "Naviduct" (a dual lock for leisure craft). Our journey to Hoorn then took us past the coast, first





towards the lighthouse, then to leisure craft buoy FL5 and then we set a direct course for the port (296°).

This also has an impressive entrance.

We tied up in the old town port, "the place to be".

Hoorn or Enkhuizen? Which is the more beautiful town? We liked them both very much, each in its own way.

The next morning we set off for Edam. Visibility had deteriorated. We selected the direct route, a straight line (175°), which quickly turned out to be a mistake. This part of lake IJsselmeer contains a very large amount of seaweed, which soon fouled the propeller. The speed dropped considerably on several occasions and we tried to free it by moving forward and back. This met with only partial success. We managed to reach the small canal in Edam and tied up in front of the sea lock on the quay.

A propeller inspection was now on the programme despite poor underwater visibility. It proved to be necessary. It took several dives to get the propeller and shaft clean again.

After this experience, we decided to continue our journey to Amsterdam via the canals. When we set off the next day, our attempt came to an end after the first lock. The bridge keeper informed us that a railway bridge would not be opened all weekend to allow for construction work. In pouring rain and because of the storm warning for the next few days, we decided to set off directly for Muiden in order to get out of lake IJsselmeer.

The conditions were right despite the variable weather. We sailed far from the shore in order to avoid the seaweed. Next, we reached the island of Marken as we headed south. We sailed past the harbours of Volendam and Monnickendam, very busy tourist attractions which we had briefly visited by bike. We set course for the buoyed fairways and, after almost four hours, arrived in the "Royal Marina". After registration, the harbour master hoisted the French flag.

Stavoren > Enkhuizen: 2.8 hours/22 km

Enkhuizen > Hoorn: 2.6 hours/24 km

Hoorn > Edam: 1.9 hours/15 km

Edam > Muiden: 3.7 hours/29 km

## **SPECTACLE ON THE VECHT**

We set off from Muiden on the Vecht towards Maarssen, where we turned into the Amsterdam-Rhine Canal. We made a stopover in Loenen, where we were treated to a special spectacle on Pentecost Sunday.

Like the eye of a needle, the lock and bridge formed a bottleneck that had to be overcome in order to sail back to the Loosdrechtse Plassen or from there to the Vecht.

The lock was jam-packed all day and then we had to pay... Many eager spectators installed themselves comfortably alongside the lock to enjoy the show.

## **FROM THE VECHT TO THE HOLLANDS DIEP**

After the days we spent on lake IJsselmeer, we left ourselves enough time to get from the Vecht to the Hollands Diep. The weather remained unsettled and the forecast storm came to pass.

We waited two days at the renovated jetty for passing boats in Breukelen until the situation improved and we could resume our journey without risk.

We were on the Vecht for the second time (see 2015).

Muiden > Loenen: 3.6 hours/23 km

Loenen > Breukelen > Maarssen: 1 hour/8 km

Maarssen > Schoonhoven: 5.1 hours/36 km (current on the Lek 1 - 2 km/h)

Schoonhoven > Streefkerk: 1.1 hours/8 km

Streefkerk > Dordrecht: 2.2 hours/19 km (current on the Lek: + 2 km/h; North: - 3 km; Oude Maas: - 3 km/h)

Dordrecht > Strijensas: 1.8 hours/15 km

We really liked sailing on the Lek despite the heavy rain. It was our first trip on this river.

The river was very wide at this point. There was not so much freight traffic as on the Rhine and the current was moderate.

However, caution is required when turning north towards Dordrecht as this is a crossing point for cargo vessels, ferries and pusher craft on their way to and from Rotterdam.

We tied up in the "New Haven" marina in Dordrecht in summery temperatures. You can only enter for ten minutes every half hour. We arrived at just the right time, 10.30 a.m. After we reported in on VHF Channel 74, the bridge was opened to let us in.



We took advantage of the fine weather to take an extensive tour of the city past the many harbours and the banks of the Oude Maas and Merwede, via the weekly market. The right time and place to buy soused herring...

The following day, our journey took us from Dordrecht to the marina in Strijensas, where we stayed for two days and took advantage of the surrounding area. There, on the north bank of the Hollands Diep river you can find the purest nature and, on the south bank, the major Dutch refineries.

### IN THE BIESBOSCH NATIONAL PARK

We left the Bergse Maas near Drimmelen and turned into the Biesbosch. After proceeding for 1 km, we found a mooring for about eight boats. This access to land gave us the opportunity to take a long walk through the unspoilt, almost jungle-like countryside. We made sure to mark our route... The evening ambiance was wonderful, with us sitting on our aft deck enjoying Mother Nature. The following morning we set off in the direction of Heusden. From there we were back in familiar surroundings on the Meuse, which we are getting to like more and more.

Six weeks later, we were moored up at the Van der Laan Yachting Marina in Maasbracht again after completing 1,014 km in 138 hours without a hitch. The journey taught us more about the Netherlands and we learned to appreciate the country more. Once again,

the trip involved many new "experiences" (!) in terms of landscape, technical aspects, culture and more. Where, to us, France is the land of locks and landscapes, we can safely say that the Netherlands is the land of bridges and towns.

Maybe another useful tip: you should definitely visit Friesland in the low season.

Since swapping our VW bus for a "New Classic Sturdy 36 AC" five years ago, we have been exploring Europe from the water, giving us a whole new perspective. The boat trips provide us with opportunities to make many valuable contacts and, not least, to take great photographs.

You will also find additional and up-to-date information here: <http://vagabond4you.com>







## THE ENJOYABLE RHYTHM OF SLOWING DOWN





It is the irony of our modern life. We are developing new technologies to help us save time. We subsequently use that time to do even more things. Consequently, our lives are more rushed and hectic than ever. Fortunately, there is also 'technology' to help us slow down, recover and relax. We include our steel motor yachts in that category. Slow down and start living has been our adage for years. On board our Grand Sturdys, you will find the perfect conditions to enjoy life more slowly and intensively.

Slowing down is a deliberate choice. A choice that we at Linssen Yachts make far easier for you. Basically, you don't need to do much yourself, because everything on board a Linssen is geared to your serenity and relaxation. No rapidity, but peace, quiet and stability in the engine room. No trendy designs, but rather timeless and high-quality materials both inside and outside. Whether you opt for the compact Grand Sturdy 30.0 AC or Sedan, the Grand Sturdy 500 AC Variotop® or one of the models in between, and whether you sail away with someone for a weekend or for a longer period with your family or friends: on a Linssen, you always slow down.

#### FULL ENJOYMENT

You can often relax completely in a short period not far from home. A day trip from your own marina cruising

along beautiful spots in the neighbourhood is a breath of fresh air in itself. Or a weekend enjoying the joie de vivre of Maastricht, where you can berth in the historical 't Bassin marina at walking distance from the Markt. There's nothing to stop you. In fact, your Linssen is ready for you at any time with everything that you need on board. It's simply a matter of casting off and sailing to the desired destination. Why not take more time and head further afield. With your Linssen, you can sail easily and calmly on European inland waterways and along the coast. You can reach the very best locations at a pleasant speed. Think of cities like Paris, which is known as the city of romance, gastronomy and culture. Or sail along the Canal de Bourgogne, one of the most famous canals of France, and visit this region known worldwide for its wines. Another great destination for slowing down





is Berlin, certainly one of the most varied of European cities. In that respect, Google is a fantastic and inexhaustible source of inspiration when planning your next voyage or sailing holiday.

#### **APPRECIATING THE SURROUNDINGS**

Eight knots is the ideal speed to fully appreciate the region through which you are sailing. To really take in what you are seeing, such as the splendid nature. And, as already stated, you don't need to go far. Our own country has fantastic boating areas such as the Frisian lakes, the Biesbosch, the Province of Zeeland and northern part of the Province of Overijssel. And closer to home of course, the Maasplassen lakes. We spend enough hours of our lives indoors. So sail away, take a deep breath and enjoy the serenity of water and greenery. Feel the sensation of water and wind on your skin. We at Linssen yachts have been advocating this *slow and easy* way of sailing for almost 70 years.

#### **SLEEP WELL**

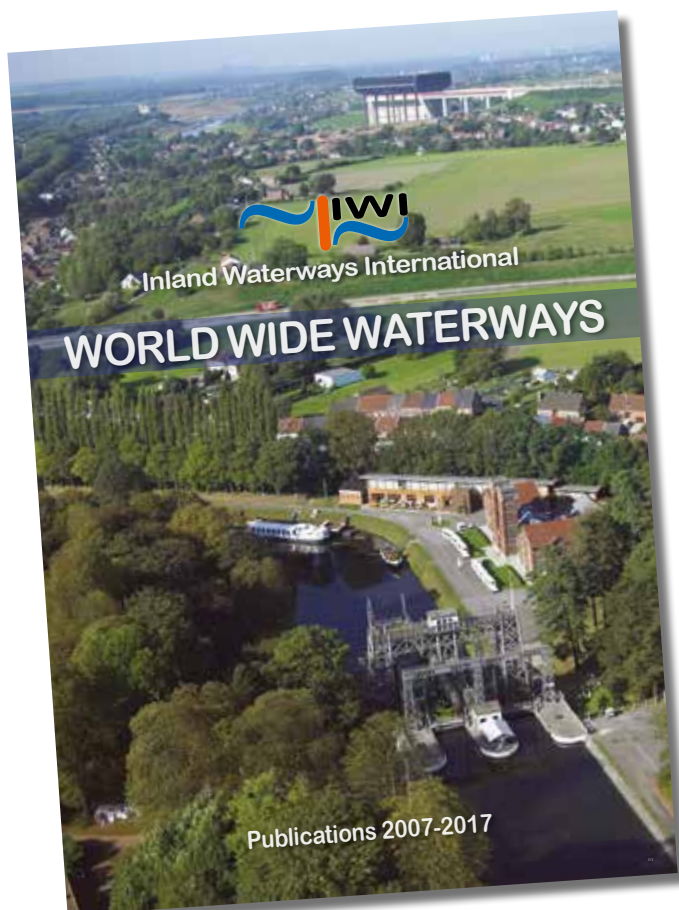
Nowhere is relaxation more important than in the bedroom. That also holds true on board our motor yachts. The quality of the bed and mattress largely determines how fit you feel the next day. That is why the double and single beds in our comfortable cabins are provided with high-quality mattresses. Falling asleep on board a Linssen is not really a problem. Waking up is another matter.

#### **SLOW FOOD**

In our opinion, slowing down also involves slow food. Enjoying a delicious meal and the company of others. Taking time for breakfast, lunch and dinner. Of course you or your partner have to cook, but we try to help you in the best possible way. By, for instance, fitting out our luxury motor yachts with a well-equipped galley, surrounded by sufficient cupboard and storage space and in some cases even a cellar. But also by creating one or more comfortable areas in our Grand Sturdys where you can eat, drink and relax with your travelling companions. But there are also other places on board that are perfectly suited to culinary get-togethers. Our favourites include the sheltered cockpit (in the case of our Sedan versions) or the private terrace on the aft deck (in the case of our AC versions).

## **WOULD YOU LIKE TO EXPERIENCE THE ESSENCE OF 'SLOW DOWN ... AND START LIVING'?**

Then come to our Linssen In-Water Boat Show on 4, 5, 6 and 7 May in Maasbracht. Enjoy a trial sailing on various models in our Grand Sturdy series, under the supervision of an experienced skipper.



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## UNIQUE ON LAKE CONSTANCE







## DUTCH STURDY 310

### NEW IN FINLAND AT SAIMAACHARTER LTD

Concept/design: Jos Linssen

**Finland is often called the 'land of a thousand lakes'. That's not surprising, because there really are a lot of them! In fact the Finnish landscape is defined by lakes and the sea. And what could be nicer than escaping the bustle of the city and simply enjoying the peace and quiet on board a splendid yacht?**

Let yourself dream away or be inspired by the vast clear lakes, dotted with islands, narrow strips of land and green headlands.

The Lake Saimaa area is a maze of blue water and green islands, which together make up the largest lake district in Europe. Because of the many stretches of open water, the close connections between them and the many islands, it is difficult to believe that Lake Saimaa really is the largest natural freshwater lake in Finland and the fourth largest in Europe.

With its fantastic landscapes and shores, Lake Saimaa is a breathtakingly beautiful destination for unforgettable holidays. The splendid region and exceptional local events attract thousands of visitors to this hospitable area every year. The varied landscape, dotted with islands, is the perfect setting for leisurely boat trips. In the summer, holidaymakers can enjoy the Saimaa region from the calm blue waters. Come and experience the most wonderful lake district in the world: Saimaa!

The islands and peninsulas of Saimaa are sanctuary to a variety of bird life, particularly waterfowl and those migrating to the huge feeding grounds in the wetlands of Lapland. From a boat, the lake offers wide, open

lines of sight to birds as large as the extraordinary white-tailed sea eagle.

The list of Finnish wildlife found around Saimaa could fill a book, but while on its lakes, keep your eyes peeled for the telltale signs of the industrious beaver, and of the critically endangered Saimaa ringed seal. Beavers can have a huge effect on water systems they belong to and even if you don't see one, you might still see trees they've felled or lodges they've built. As for Saimaa's seals, there are only a few hundred left in the world, all in Saimaa, but the locals and visitors love the sight of them bobbing in the water or sunning themselves on rocks.

With its idyllic scenery, Finland's nature is of great importance to Finnish society and culture. Outdoor activities are available everywhere in Saimaa, but here in Lakeland the real place to be is on the water!





To charter now in Finland



## DAY AND NIGHT MODE

The entire interior of the Dutch Sturdy 310 has been created on one level. In the day mode, you can sit comfortably on one of the two luxurious benches. Helmsman's position, galley and toilet are easily accessible for all those on board.

In the night mode, both L-shaped benches can easily be converted into double beds. When the sliding partitions between the compartments are closed, two

sleeping cabins are created, and guests in both cabins can use the toilet and shower in the space between.

The layout with day and night mode has been designed in such a way that both during sailing and enjoying life on board during the day and during sleeping at night, all available space and surface is used to the full.



## DIESEL-ELECTRIC PROPULSION

The new Dutch Sturdy 310 is equipped with diesel-electric propulsion. A low-noise generator provides the power supply to the electric motor and bow and stern thruster. The Linssen LIPPCON system has been developed specially for this purpose.

## LINSEN INTEGRATED PROPULSION AND POWER CONFIGURATION.

The core of the Lippcon system consists of an Onan diesel generator, which has a capacity of 17.5 kW with a consumption of 1.3 to 6.5 litres per hour.

This diesel generator runs consistently at 1,500 revolutions in a properly insulated housing. As a result, noise and vibrations are kept to a minimum. The generator provides the 400 V alternating current for the electric motor that drives the propeller shaft and the 400 V electric motors for the bow and stern thrusters.

LIPPCON® thinks for you and supplies you with the desired power at the times when you need it. Consequently, switching on your induction cooker, microwave/oven or other appliances is never a problem.

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## LOCH LOMOND

# GATEWAY TO THE HIGHLANDS

Text and photos: Paul Beelen

**Loch Lomond & The Trossachs National Park, Scotland's first National Park, is a region characterised by spectacular views and nature areas. Majestic mountains tower over the Queen of Scottish Lochs: Loch Lomond. Lauded for centuries and honoured by traditional folklore, not only because of its breathtaking beauty, but also because it's the gateway to the Scottish Highlands.**

Scotland has long been on our list of places to visit. Why is that? When people think of Scotland, they all have a particular idea in their heads. Tough men in kilts, rugged highlands with huge mountains and spectacular views, picturesque villages with buildings made of granite along narrow roads and, of course, the many lochs.

### LOCH LOMOND

In 2016, we decided to go and explore Scotland, not only on land but also on water on one of Scotland's most beautiful lochs: Loch Lomond. In surface area, Loch Lomond is the largest freshwater lake in the United Kingdom. When it comes to volume, it is second only to Loch Ness. Loch Lomond is located right on the highland boundary fault. This tectonic fault is the dividing line between the Lowlands and the Highlands. With a length of approx. 39 km and a width ranging from 1.2 to 8 km, it has a very clear outline.

### EASILY NAVIGABLE

The advantage for the less experienced boater of sailing on an enclosed lake is very clear: you only have to deal with the boats that are already on the lake – and those are mainly very small pleasure craft and fishing boats. No locks, no dangerous currents, no harbours that are difficult to enter and particularly: no commercial shipping breathing down your neck. The only thing that you really have to watch out for is the depth. This is an average of 37 m with the deepest point being 190 m. But between the small islands in the south and along the shoreline, there are many shallow areas that you have to beware of. Fortunately, these are marked clearly on the detailed charts and John Davies of Loch Lomond Boating Holidays gives excellent instructions.

### RECEPTION AT CAMERON HOUSE MARINA

'Our' Grand Sturdy 36.9 AC was moored in Cameron House Marina in the south of the loch. This is an exclusive yacht club where we were welcomed by John

Davies of Loch Lomond Boating Holidays. We then embarked straight away and John decided to show us the nicest spots and bays of the more southerly islands. The weather was rather Scottish, it was drizzling and we were pleased that we could sit under the folding roof. During this brief introduction trip, he pointed out several important shallow areas that we would have to take into account. The passage between Inchtavannach and Inchconnachan is particularly beautiful, but you have to turn at the right moment, carry on sailing to the point of the inlet, turn again and sail out again right through the middle. Very nice indeed. We would be doing that ourselves of course during the next week.

After John had pointed out the local supermarket (in Helensburgh - see inset) and we had done our shopping for the next week, we were left to ourselves and we could gradually relax. The first night we were still moored in Cameron House Marina. The first morning on the loch started with a fantastic sunrise and a clear blue sky. The forecast for the next few days was particularly good and we therefore decided to retract the folding roof completely so that we could enjoy the sun to the full.

#### **HEADING NORTH**

The end of the local season was approaching, so there were very few boats on the water. As soon as we sailed gently out of the marina towards the north, we could see the start of the Scottish Highlands.

After the first islands Inchmurrin in the west and then Inchcailloch and Inchfad in the east, the mountains increased in size until Ben Lomond came into view. This 974 m mountain is the southernmost part of the Scottish Highlands and is a Munro (see inset). On this first day, we continued to manoeuvre between the various small islands and to enjoy the surroundings and the total peace and quiet on the water.

#### **DROPPING ANCHOR FOR THE FIRST TIME**

This was the first time (see box) that we dropped anchor. Always a good idea to do this during the day and to wait an hour or so to see what the boat does. There were various small bays to the east of Inchfad Island. We sailed into the first bay and dropped more than 21 m of anchor in a depth of 7 metres. We were quite a distance from land, so the boat could turn any way it wanted to. That was a piece of cake. Following an extended lunch on the aft deck, boatman Jordy carefully weighed anchor according to the instructions and we departed for the afternoon voyage. Just like yesterday with John, we sailed between the islands of Inchconnachan and Inchtavannach and enjoyed the natural surroundings once more.

#### **FIRST NIGHT LYING AT ANCHOR**

At the end of the afternoon, we searched for a quiet bay. That was not difficult because it seemed as if we were the only boat on the water. We dropped anchor again and after a barbecue on the beach and an enjoyable evening on board, the lights were gradu-







①



②



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1. The tourist village of Luss is certainly worthwhile. The slate cottages give it a very special character.
2. The church at Luss
3. The most northerly place on the loch: Ardlui
4. Sloy Hydroelectric Power Station



ally switched off for the night. But not before I had checked one last time whether the anchor was still holding. And it was, the boat had turned around completely, but it was still lying perfectly at anchor.

## LUSS

The next day we sailed to Luss on the western shore. The jetty was busy with children diving and despite the fact that John said that we could moor near the Lodge on Loch Lomond about 500 m beyond Luss, we decided to drop anchor again between the buoys. There were only two small sport boats, so there was plenty of room. We called to one of the persons on board to ask if it was permitted to drop anchor there, but everything was fine. We then rowed with the dinghy to the jetty.

Luss is one of the few villages on the loch and there are plenty of tourists visiting with coaches and touring cars. A stroll through the alleyways of Luss takes you back to a bygone age. Most of the houses date from the 18th and 19th centuries and were built for labourers in the slate quarries. The striking slate can be seen on all the houses in the village. In addition, Luss was the setting for the Scottish TV soap opera 'Take the High Road' in the 1980s and 1990s. We enjoyed an excellent lunch at the Luss Seafood Bar ([www.luss-seafoodbar.com](http://www.luss-seafoodbar.com)).

We continued our voyage to the north of the loch, which gradually became narrower and it was just as if we were sailing into a huge funnel between the mountains. The depth gauge was not sounding any more here. Since we left Luss, we have been at a continuous depth of more than 100 m.

## THE ARDLUI 'NORTH CAPE'

After several hours of leisurely sailing and a lunch at anchor in a bay (what's new), we arrived at the end of the afternoon at the northernmost point of Loch Lomond: Ardlui. Besides Cameron House, Ardlui is the only other location on the loch with a marina. It offers shore power, fuel, water and pump out facilities. Originally an old and remote hunting lodge, (dating back to the early 1800's) it is now a small family hotel with a restaurant, where we ate well, and a traditional and friendly bar - offering a large selection of malt whiskies. It also has holiday lodges/mobile homes. We moor on the jetty and are kindly given assistance. Water sports, including wake boarding and jet skiing, are also available at the marina. A 5 minute walk from the marina is the railway station from where, we were

told, a day return train journey goes to the Highland port of Mallaig.

. It's said to be one of the great train journeys of the world. You could extend your voyage to include a day on the train. This is what many backpackers and tourists do. A trip to Mallaig on the Atlantic coast is said to be very worthwhile. This is a trip of about 3.5 hours through rugged nature, including various stations where you ask yourself why the train is stopping there, and with the Glenfinnan viaduct (familiar from the Harry Potter film series) as the high point.

## BACK IN A SOUTHERLY DIRECTION

After a night in Ardlui and a self-made breakfast we sailed south again at a leisurely pace. We passed the Sloy Hydroelectric Power Station again and several holiday parks that we also saw on the way up. In the early afternoon, we dropped anchor again for lunch. I noticed that the loch bed was different on the eastern side. I thought there were more rocks, but the anchor held its ground so I thought nothing more about it. Only when we weighed anchor after a few hours did we notice something. More than just the anchor surfaced. Our son Jordy pulled up an entire tree trunk, a V-branch of which was stuck in the anchor. I first considered getting into the dinghy with a hook and pulling it free manually, but I tried it first from the bow using the hook. Slowly wrenching, turning and moving the anchor up and down was just as effective. After a few minutes, the anchor was free and we could continue on our way.

We stayed two more nights on the loch, before sailing back towards the home marina of Cameron House.





The weather deteriorated and once we were back in the marina, we raised the folding roof again. A good thing too, because on our last day it rained almost the entire day. Fortunately, we also had some land-based activities.

In the south of the loch lies Balloch, a small place with a shopping centre on the water, an old steamboat and a sea life centre. All in all, it was worth spending a few hours on land. There is also a bird of prey centre (with

more than thirty-five species of birds of prey, including owls) and a tree zone aerial adventure course. An excellent attraction for young and old and a great conclusion to a fantastic week.



#### GLENGOYNE SINGLE MALT WHISKY

The men spent a morning at the local Glengoyne whisky distillery, with which John Davies also collaborates. The tour started with a film in the tasting room. For somebody (like me) who is not used to whisky, I had difficulty downing a glass at 11 a.m. We were then given an impressive tour of the distillery that has been making whisky since 1833. It was interesting to see and taste how the whisky matures as the years go by.

Needless to say, we took home a bottle (and a set of smaller bottles from different years). You will understand that those bottles are now empty (and have been replaced by others, because the more whisky you drink, the more the taste improves). It may be worth writing a separate piece about this.





### **Loch Lomond Boating Holidays**

#### **Cameron House Marina**

John Davies

Dunbartonshire G83 8QZ

Loch Lomond

[t] +44(0)1436 423960

[e] john@lochlomondboatingholidays.com

[i] www.lochlomondboatingholidays.com

#### **Glengoyne Distillery**

Dumgoyne, Near Killearn

Glasgow, G63 9LB

[t] +44 (0)1360 550 254

[i] www.glengoyne.com

### **ANCHORING**

Anchoring is a specialised job, but is it difficult? No, not really. It was the first time for us that we dropped anchor, and during our week I think we eventually did it twelve times.

The general rule is that you need 3x as much anchor chain as water depth.

On our 36.9, there was an anchor of 15 kg with a chain of 30 m and an electric anchor winch. So in the middle of the loch at a depth of 190 m you are not likely to drop anchor.

There are two important aspects: the depth where you drop anchor and the turning circle around the anchor.

- If the depth where you want to drop anchor is 6 m, you will need approx. 18 m of chain.
- You must also remember that the boat must be able to turn around the anchor due to changes in wind or current.

Closest supermarket:

#### **Waitrose**

Cardross Rd, Helensburgh

G84 7LA

Approx. 8 miles/ 15 minutes by car

#### **Loch Lomond Shores shopping centre**

[i] www.lochlomondshores.com

#### **Bird of Prey center**

[i] www.lochlomondbirdofpreycentre.co.uk

#### **TreeZone aerial adventure course**












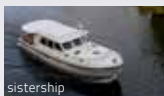



[i] www.iye.scot/treezone-loch-lomond

#### **Sealife**

[i] www.visitsealife.com/loch-lomond



## AN UP-TO-DATE LISTING FROM THE LINSSEN PRE-OWNED SECTION

	Ref.-Nr	Type afmetingen	Bouwjaar	Motorisering	Prijs
	2930	<b>Grand Sturdy 25.9 SCF</b> 8.20 x 3.15 x 0.90 m	2010	1x Vetus M4.15 24 kW / 33 HP	€ 135.000
	2693	<b>Grand Sturdy 29.9 Sedan</b> 9.35 x 3.35 x 1.00 m	2007	1x Volvo Penta D2-55 41 kW / 55 HP	€ 152.500
	2933	<b>Grand Sturdy 29.9 Sedan</b> 9.35 x 3.35 x 1.00 m	2011	1x Volvo Penta D2-55 41 kW / 55 HP	€ 165.000
	3244	<b>Classic Sturdy 32 Sedan</b> 10.15 x 3.45 x 1.00 m	2015	1x Volvo Penta D2-55 41 kW / 55 HP	€ 240.000
	3166	<b>Classic Sturdy 32 AC</b> 10.15 x 3.45 x 1.00 m	2015	1x Volvo Penta D2-75 55 kW / 75 HP	€ 245.000
	3242	<b>Classic Sturdy 32 AC</b> 10.15 x 3.45 x 1.00 m	2015	1x Volvo Penta D2-75 55 kW / 75 HP	€ 250.000
	3015	<b>Grand Sturdy 60.33 AC</b> 10.35 x 3.40 x 1.00 m	2010	1x Volvo Penta D2-75 55 kW / 75 HP	€ 218.500
	2882	<b>Grand Sturdy 34.9 AC</b> 10.70 x 3.40 x 1.00 m	2010	1x Volvo Penta D2-75 55 kW / 75 HP	€ 181.000 excl BTW/Vat
	3012	<b>Grand Sturdy 36.9 AC</b> 11.10 x 3.40 x 1.00 m	2011	1x Volvo Penta D2-75 55 kW / 75 HP	€ 242.000
	2519	<b>Grand Sturdy 380 Sedan</b> 11.60 x 3.85 x 1.15 m	2006	1x Vetus Deutz DT 44 84 kW / 114 HP	€ 249.000
	2901	<b>Grand Sturdy 40.9 Sedan</b> 12.85 x 4.30 x 1.20 m	2010	1x Volvo Penta D3-110 81 kW / 110 HP	€ 329.000
	3079	<b>Grand Sturdy 40.9 Sedan Longtop</b> 12.85 x 4.30 x 1.20 m	2013	1x Volvo Penta D3-110 81 kW / 110 HP	€ 372.000
	2814	<b>Grand Sturdy 40.9 AC</b> 12.85 x 4.30 x 1.20 m	2008	1x Volvo Penta D3-110 81 kW / 110 HP	€ 339.000
	2990	<b>Grand Sturdy 40.9 AC</b> 12.85 x 4.30 x 1.20 m	2012	1x Volvo Penta D3-110 81 kW / 110 HP	€ 359.000
	2532	<b>Grand Sturdy 430 AC Mark II</b> 13.50 x 4.30 x 1.35 m	2007	1x Vetus Deutz DT66 125 kW / 166 HP	€ 375.000



## CLASSIC STURDY 32 AC

### A selection from the specifications:

**Equipment:** refrigerator, gas hob 3 burner, Corian worktop in galley, shower in FC, electric toilet in FC, manual toilet in AC, airheater D4 Eberspächer, outside shower, outside loudspeakers, electric anchor winch, radio/CD player, DVB antenna for digital TV reception

**Technical equipment:** electric bow & stern thruster, calorifier ca. 24 ltr. with 230 V heating element, black water tank ca. 240 ltr., shore power connection 230 V, battery charger/inverter 12/100-2500, battery monitor for domestic system Mastervolt Easy view

**Instruments:** Raymarine autopilot P70R, Raymarine i70 multifunction instrument for: speed, depth, course, rudder indicator, water temperature, Raymarine e7 chartplotter, Raymarine Ray 260E DSC VHF



PRICE:

€ 245.000,-

#### The special Linssen Collection privileges include:

- Linssen Yachts Owners Card
- Linssen Yachts Guarantee Plan (1-year guarantee\*)
- Boats in an excellent state of repair
- Complete overhaul carried out
- Delivery ex boatyard
- Interior and exterior professionally cleaned
- Complete inspection upon delivery
- Detailed transfer-of-ownership and technical instructions

- Extra support by Linssen Yachts' after-sales service

(\* see the Linssen Yachts Guarantee Plan for pre owned boats conditions)





# Linssen In-Water Boat Show

4, 5, 6 and 7 May 2018 - Maasbracht (NL)  
new yachts ■ pre-owned yachts ■ test sailings



## 3 WORLD PREMIERES:

**Grand Sturdy 30.0 AC**  
9,70 x 3,35 m

**Grand Sturdy 30.0 Sedan**  
9,70 x 3,35 m

**Grand Sturdy 45.0 Sedan**  
13,98 x 4,35 m

30.0 | 35.0 | 40.0 | **45.0** | 470 | 500

[www.linssenyachts.com](http://www.linssenyachts.com)

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